

S.S. "EMPIRE ENGINEER".

FOUND:-

I.P. Gland studs and gland proper broken.
 Cylinder clearances at fault.
 H.P. crankshaft section pin and journals loose in web.
 I.P. crankshaft section apparently disturbed at webs. (Possibly due to excessive racing.)

RECOMMENDATIONS:-

Renewal of studs, and fitting of gland supplied by ship.
 Checking and adjusting of same.
 Renewal of pin and journals, after re-boring of webs.
 Removal of shaft section for further examination and testing.
 (Found in order.)

Auxiliaries:-

Port Weir's Feed Pump:- Unsatisfactory for feed purposes. (Bucket and piston slack; - bucket rod badly worn.)

General overhaul; - fitting of new rings both ends, new bucket rod and steam cylinder cover.

Starboard Weir's Feed Pump:- Shuttle valve and chest worn beyond repair, water gland studs stripped, and cover broken.

Renewal of valve and chest, studs, and water gland, and repair of cover.

Filter Tank:- Leaking badly.

Repair of same.

Ballast Pump:- Overboard discharge valve defective.

Repairing of same.

General Service Pump:- Deck delivery valve defective.

Repair of same.

Air Pump:- Overflow pipe at fault.

Renewal of pipe with alteration of shape.

Ash winch:- Worn badly, and in need of overhaul.

Renewal of pipe.

Ash ejector:- Discharge pipe worn badly.

Renewal of same.

Evaporator:- Several pipes damaged and plant unsatisfactory generally.

General overhaul of evaporator and renewal of pipes.

Dynamo Engine Main bearings, top and bottom ends badly worn, oil pump defective, and one crank-case door broken.

Overhaul of engine, and oil pump, and renewal of door.

Fan engine Piston valve and chest badly worn, and piston rings defective.

Boring of chest, renewal of valve and piston rings.

Circulating engine Piston valve and chest badly worn.

Boring of chest and renewal of valve.

Feed Heater:- Cover leaking badly.

New rings to supply and fit.

Telemotor Gear:- Stuffing box and ram on Port side of transmitter defective.

Retapping of stuffing box, and adjusting of ram and gland.

The above recommendations were carried out satisfactorily, and the Main and Auxiliary engines run for a four-hours Dock-trial, as well as for three-hours sea trial, and all found satisfactory.

J. W. Redbank

Surveyor to Lloyd's Register of Shipping.

RETAIN



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Main Crank shaft part renewed.
(The aft journal was broken & the
HP crank pin & journals loose)
Shafting lined up & pumps etc
repaired.

Reclassification Survey
not complete.

Submitted in action.

Admiral Newport - Mon
Surveyors.

JM

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